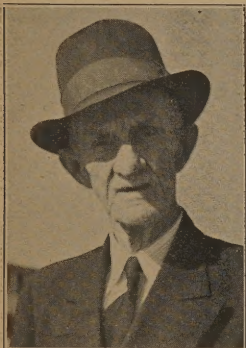




Quick Thinking By Bridge Tender Averts Tragedy

Four persons are alive today because John M. Willett acted with extreme presence of mind during a recent emergency—because he did exactly the right thing at the right time. Willett is the bridge tender at Cheesapeake Creek on Route 35 where he has been employed for the past thirty-four years. On Sunday, September 27th he was on the job as usual raising and lowering the bridge for the small river craft to pass through.



It was at 10:20 on this rainy morning that he once more stopped traffic and started to raise the span in response to the signal from an outgoing boat. When the leaves of the bascule had raised to an angle of approximately thirty degrees Willett heard the motor of a speeding car. He glanced around and saw a sedan approaching at high speed. As he watched, the driver skirted around the halted traffic at the south end of the bridge and started up the incline of the raised leaf toward the opening at the center, which by this time was ten to twelve feet across.

Realizing that tragedy was staring him in the face, Willett with one motion threw his controls into reverse and applied the heavy bridge brakes. The suddenness of this load was too much for the fuses which blew immediately. But the quick action prevented the bridge from opening further.

In the meantime the sedan sped up the incline of the roadway, partially jumped the center opening and came to rest with its rear wheels on one leaf and its front bumper on the other. Thirty feet below swirled the deep waters of the channel.

Calling to the occupants of the car to remain as quiet as possible, Willett summoned help. With the aid of long planks which were placed across the opening, it was possible to remove the four occupants of the car without further mishap.

In the meantime however a crowd had gathered on the far side of the bridge. Unseen by Willett because of the height to which the span opened, they climbed up the north leaf of the bascule for a closer look. This additional weight was more than the brakes could hold and almost without warning this side of the span came down, plunging the unoccupied car end over end and demolishing it. Miraculously no one was injured when this occurred.

Willett who is seventy-six years old is now witnessing the construction of the third bridge across this waterway. He has seen many accidents in the years he has been on duty but feels that this incident has provided him with his most thrilling moment.

Washington says we are not really tax-conscious yet. No wonder! No sooner do we begin to come to than we are slugged again.

Ten Year Dinner Scheduled for Mid-November

The twelfth Annual Dinner of the Ten Year Club of the State Highway Department will be held on Monday evening, November 16th, at the Stacy Trent Hotel in Trenton. President C. E. Kucker announces that nothing has been left undone to make this affair outstanding. The scheduled hour of starting is 6:00 p. m.

An unprecedented number of veteran employees will be awarded pins by the club in honor of their long and faithful service with the Department. Those who will have this award bestowed upon them for twenty-five years employment are:

25 YEARS AWARDS

H. A. Butterfoss, L. F. Hall, A. J. Lichtenberg, A. W. Muir, E. J. Pollock, P. G. Sefrin, H. M. Storer, J. Vollmer Jr., W. W. Voorhees, M. L. Howell, all of Trenton;

T. E. Olsen, Interlaken; J. J. Hopkins, Jersey City; H. A. Hartman, Milltown; J. W. Hiller, Ocean Grove; C. A. Mathews, Pompton Plains; J. S. Neville, Ridgefield; R. J. Pfitzinger, Springfield; S. W. Maulbeck, Union City; C. Temperley, Washington; J. J. Newmark, Plainfield.

Mr. C. F. Bedwell, Acting State Highway Engineer will present the 25 year service pins.

Another group of veterans will be presented with 20 year pins by Mr. E. E. Reed, Acting Assistant State Highway Engineer. This group, fifty in number consist of:

20 YEAR AWARDS

H. A. Baker, C. Brennan, K. B. Craft, J. M. Curran, A. J. Decker, E. E. Gage, N. G. Horner, R. Kreps, C. E. Kucker, H. W. Lefferson, M. Lesnak, M. Mandl, C. Scates, F. Schroeder, S. Skillman, F. G. Snedaker, P. P. Steen, J. Thiel, G. C. Wheeler, all of Trenton;

W. Reins, Belmar; I. E. Campbell, Bradley Beach; F. J. Gaven, Caldwell; F. I. Shoemaker, Camden; P. J. McCulloch, Gloucester; T. B. LaBar, Hackettstown; A. C. Ely, Hightstown; I. M. Black, Hopewell; W. Crawford, Jersey City; F. Compton, Mauricestown; M. Ratus, Midland Park; N. B. Sanwald, Midland Park; C. S. Coulter, Millville; C. E. Vanderhoof, Millville; J. E. Fallon, Moorestown; W. H. Voorhees, Monmouth Jet; H. E. Cudney Jr., Morristown; M. P. Brower, Morristown; W. A. Kays, Mountain Lakes; G. H. Conner, Newark; M. A. McKenna, Newark; M. Goodkind, New Brunswick; F. P. Stelleng, No. Arlington; J. H. Gerecke, Oaklyn; H. F. Koons, Perth Amboy; A. E. Lee, Pompton Plains; A. Fischetti, Raritan; W. S. Brown, Riverdale; R. Snedaker, Rocky Hill; R. J. Ayars, Shiloh; E. F. Youmans, Toms River.

The annual election of officers will be held immediately prior to the dinner itself with returns announced during the evening. The slate agreed upon by the Nominating Committee are: for President, E. J. Palmer; 1st Vice-President, W. H. Spencer; 2nd Vice-President, R. F. Hunt; 3rd Vice-President, J. G. Martin; Secretary, R. A. Callahan; Asst. Secretary, J. B. Snyder; Financial Secretary, J. B. Walter; Treasurer, Clyde Case. In addition to the above a space is provided on the ballot for personal choice.

Voting will also take place on the following candidates for membership:

E. J. Baumann, Lab.; Thos. Fischetti, Maint.; R. Goldy, Elec.; R. A. Harris, Lab.; F. Hinchman, Maint.; J. H. Horn, Maint.; Morris Levy, Const.; M. Ludasy, Bridge; T. V. MacDougall, R. E.; W. F. Miller, Maint.; L. A. Snyder, Const.

In the absence of Commissioner Miller who will be unable to attend this affair, Mr. E. V. Connitt, Assistant to the Commissioner will be the speaker of the evening.

The retiring officers who have carried on the traditions of the Ten Year Club during 1942 are (Continued on Page 3)

The State and Its Civil Servants

Last July, Governor Charles Edison appointed a Committee on State-Employee Relations composed of Justice Harry Heher, Senator Haydn Proctor, Assemblyman Jacob S. Glickenhous, Dr. Charles P. Messick, State Mediator Dr. William L. Nunn and Commissioner Spencer Miller, Jr., who were requested "to study and recommend a fundamental policy in the relations between the State and its civil servants." This Committee, after a series of public hearings in the Assembly Chamber, prepared and presented majority and minority reports to the Governor, who in turn has made these documents public.

An effort to set forth a fundamental policy between the State and its 16,000 employees would be important in normal times; it has a special importance in the midst of the war crisis. The majority report makes a series of six declaratory statements concerning the rights and duties of State employees, and the obligation of the State toward its employees. Upon these broad outlines of policy both the majority and minority report agree. These declaratory statements of public policy are as follows:

"The merit system, as embodied with Civil Service law, should remain inviolate."

"The right of self-organization is indisputable."

"The public interest is paramount."

"The right of 'collective bargaining' is necessarily limited by the nature of the relationship existing between the State and its employees."

"The principle of the closed shop is incompatible with any sound policy of labor relations in the government service."

"The obligation of the State to provide for the orderly adjustment of personnel problems is fundamental."

The principle of association as set forth in this report is the principle of voluntary action. State employees have the right to associate or not as they desire: their's is full freedom of choice. Such a right of association is at once a moral as well as a legal right.

Where State employees do decide freely to associate together and be represented by spokesmen of their own choosing, they are under the clearly defined limitations of Government service. The exercise of the right to strike or the establishment of the closed shop in Government service is certainly contrary to public policy. The State, on the other hand, is under a most definite obligation to provide orderly machinery for the adjustment of personnel problems. For the State to do less would be an injustice to these employees who have made Government service a career; to restrict employment in the State service would be violative of the competitive principle in such service. The State Highway Department has in the past six months evolved a well defined personnel policy which is working to the apparent satisfaction of all. It deserves the cordial cooperation of all the employees in the Department.

SPENCER MILLER, JR.

Commissioner.

Highway Men Spot Aircraft For U. S. Army

The next time you spend a wintry night in front of your fireplace give a thought to a group of

fellow employees of the Highway who spend lonesome hours spotting planes as their contribution to Civilian Defense. Working under the direct supervision of the Inspector Command, these fellows are an important link in this nation's defense mechanism and upon the accuracy of their spotting much depends.

L. F. (Lew) Hall with the title of Assistant Chief Observer heads this Highway contingent which is



L. F. HALL

made up of James E. Kersey, Day Lieutenant; John Madden; H. E. Phillips; Stacy Fine; Milton Swackhamer; Arthur Stetser; Velt Sams and Charles Hurley. Before they left for service in the Armed Forces D. R. Lawshe; W. R. Osborne and Oliver Doll were members of this group which works the Harbortown tower.

Recently a new observation post was completed for the use of these observers. The funds needed for the construction were raised by voluntary contributions and on Sunday, October 25th at an impressive ceremony, this building which cost \$2500, was presented to the United States Army for the duration.

Lew Hall is most anxious that anyone who is willing to give a portion of their time to this work contact him at the Trenton office. He says that many more men are needed.

ELECTED PRESIDENT

Congratulations are extended to Robert G. Blanchard of the Upper Montclair Office on his election as President of the Newark Chapter of the N. J. State Highway Engineering Association.

Highway Engineer Bombing Axis Now

Member of Crew That Sank
Jap Submarine

1st Lieutenant Edward L. Forrest, formally attached to the Cranbury and Flemington offices of Survey and Plans, is now assigned to the Bomber Command in England as a Navigator of a Flying Fortress. In recent weeks



he has been in the thick of the fighting over Northern France and Germany.

Before going to England, Lieutenant Forrest, who enlisted in the Air Force in October 1941 had an interesting career. He came to the Department in 1939 as a chairman, attended evening classes at Drexel Institute and passed the Junior Civil Engineer examination shortly thereafter.

Upon entering the service Forrest was sent to Maxwell Field, at Montgomery, Alabama for basic training. It was while stationed at this base that he arranged with the Civil Service Commission to take an examination for Assistant Civil Engineer. As a result of this test he was recently promoted to this higher grade.

Last January Lieutenant Forrest was transferred to the Navigation School at Sacramento, California where he entered intensive training in navigation. On April 1st he graduated from this course with the grade of 2nd Lieutenant and earned his wings. Immediately he transferred to Gieger Field, Spokane, Washington and received assignment as Navigator on a B17-E Flying Fortress.

During the next three months his squadron patrolled the West Coast and Aleutian Island areas and it was on one of these routine flights that the Fortress which Forrest was navigating sighted a Jap submarine. In no time the crew of this plane blasted the marauder to pieces with depth bombs.

Coming east in July, Eddie was given a berth on a new type B17-F Flying Fortress. In August he was promoted to 1st Lieutenant and sent to England with his squadron where he is at present making history with the Bomber Command in their destructive daylight raids of military and industrial objectives in Northern France and Germany. The Highway Department is mighty proud of Lieutenant Eddie Forrest and to a man we wish him Good Luck—Happy Landings—and a SAFE RETURN.

Three Sons In Service

Hats off to Raffale Sansone of Landscape. This stalwart citizen who came to America and took out his first papers in 1901 has three sons serving in the army. Corporal John Sansone is in the Field Artillery and Sergeant Frank Sansone is in the Air Corps. The third son was recently inducted.

THE HIGHWAY

Published by the New Jersey State Highway Dept.
In the Interests of Its Employees.

W. CARMAN DAVIS, Editor

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20

WRITE TODAY!

Today the State Highway Department has 289 of its employees in the Armed Forces of the United States. These men are scattered over the face of the globe, in bases, camps and outposts from the Arctic circle to Australia. Some are actually engaging the enemy, others are preparing for the day when they too will take their places in the front lines. On land, on the sea and in the air these fellow-workers of ours are giving their all that freedom will survive. The dangers they face, the hardships they endure, are sacrifices being made for us who remain at home.

And what do they ask in return? What obligation do we owe them? What is the one thing they want more than anything else? **NEWS FROM HOME!** They want letters from you and you and you. They want to know what's going on in their old haunts; what the boys are doing; who has left to go in the Service; what do you hear from the other fellows, and a hundred and one things that to you are relatively unimportant. But these same little items that you write, bridge the gap between home and some far-distant point. They form the only link these men have aside from memories. Take a typical excerpt from a letter recently received from one of our boys now stationed in the tropics. He writes, "I received your most welcome letter and the Highway paper with my address in it. Maybe some of the boys will use it. If some of them ever get into a place like this they would know how nice it was to get a few lines from the boys back home." Read that quotation over a few times. This man isn't asking any particular person to write to him. He is just wishing to know what is going on at the old stamping ground, just as they all do. There isn't a mother's son among them that doesn't want to receive letters—lots of them. Nothing could be more welcome, unless as an afterthought we should also send a carton of cigarettes or some other little remembrance.

The number of men in the Armed Forces represents approximately 10% of the personnel of this Department. If the remaining 90% would only write to this group from time to time what a difference it would make. Start today!

DO YOU REMEMBER WHEN?

From time to time we shall reprint a few lines from the former State Highway paper, The Highwayman. This publication which first appeared in August, 1921, was published by the State Highway Department in the interests of better roads in New Jersey. Listed among its Assistant Editors are to be found such names as A. Lee Grover, C. F. Bedwell, E. E. Reed and R. B. Gage and here and there we see an occasional photograph of some of our well-known figures dressed up in Belmont collars and high cut vests.

Here was an up-to-the-minute innovation from the January 1922 issue which appeared under the head, "Color Signals. Another Big Aid to Motorists." As you know from your "ROAD TIPS" it is the purpose of the Highway Department to mark all roads in such a way that the traveler can tell at all times in just what direction he is going—north, south, east or west, or in between.

To accomplish this, poles along the important roads are being banded as rapidly as possible. The colors employed to indicate how such roads run are as follows:

Blue — North and South
Red — East and West
Brown — Northeast and Southwest
Yellow — Southeast and Northwest

Moreover, two bands in succession indicate turn ahead.
To which we can only say, "What, no compass?"

Another little item that attracted our attention dealt with the annual outing which was held at Sea Girt. It was captioned, "Laundry Leads Spud Spurt" and continued, "One of the impromptu events in which there was considerable interest was the potato race between the young ladies of the Department. Miss Kathryn Laughry of the Construction Division was the winner." Miss Laughry is still in the employ of the same division and we believe she could still win a race or two. Recently Miss Laughry has been instrumental in forming many Red Cross First Aid classes among State employees.

Wedding Bells for Petta

Word has just been received that Aviation Cadet Joseph Petta, of Lanscape, was married to Miss Dorothy Bresnehan on Friday, October 30th at Nashville, Tennessee. Joe spent several years at Administration Headquarters before transferring to the Lanscape office. THE HIGHWAY wishes a nice kid a lot of luck.

Soft Shoulders?

State Highway Counsel William A. O'Brien sends us the following without comment. "Women are being employed by the Wyoming State Highway Department because of the shortage of male road workers." It appeared in the National Legionnaire.

Highway Honor Roll

TOTAL TO DATE 289

The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

Construction

Braybrooke, W. L. Army
Bubier, S. C. Army
Heintze, A. R. Navy
Koons, H. F. Army
Lawshe, D. R. Navy
Malloy, E. B. Navy
Walmsley, Wm. Navy

Electrical

Cornell, Harry Navy
Russo, Anthony Navy
Murray, Jos. Army
Picciano, Edw. Army

Laboratory

Goeller, Geo. M. Army

Maintenance

Allen, Lester Army
Allen, Alaire Army
Carlomagno, P. Army
Crescenzo, Guy Army
Fenton, Ed. Army
Fleck, Lawrence Army
Hargrove, Chas. Army
Hurley, C. A. Jr. Army
Miglior, Chas. Army
Rizor, Eli Army
Vizzini, Jos. Army

Real Estate

Esposito, A. V. Navy
McCrosson, Maurice Navy
Sabolch, Elmer Coast Guard
Stern, Sydney Navy

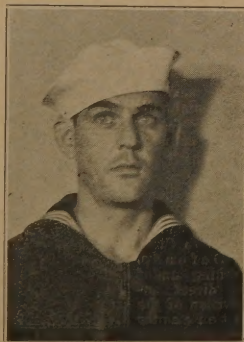
News from the Boys In the Service

Bob Reed of the Electrical Division writes from AAFCO Squadron G-3, Nashville Tenn., "Boy this is the life! Not so tough so far but will be later. Can be reached at this address. Let me hear from you."

Ben Cortese Jr., in a letter to Clyde Case says, "This country is worth fighting for. I have covered 23 states and each one is more beautiful than the other. The roads aren't so hot. As things are now I don't think I will be around to receive any more checks . . . but someday things will wind up and the boys will start where they left off. Give my regards to the boys."

Again we hear from Stokes Steward Long located somewhere in the tropics. This time he says, "I received your most welcome letter and the highway paper with my address in it. Maybe some of the boys will use it. If some of them ever get into a place like this they would know how nice it was to get a few lines from the boys back home."

Dominic Pugliese, of the Compensation and Claims and now a Private 1st Class in the Coast Artillery drops a line to say, "After a mornings hike, those who can, limp to the infirmary. Here they are divided into two classes, those who have athlete's foot and those who have colds. If you have athlete's foot they swab your foot with iodine. If you have a cold they swab your throat with iodine. I am very popular at the infirmary. I have both athlete's foot and a cold."



Landscape Foreman Howard Van Benthuyzen, U. S. Coast Guard—48024 East Moriches, Long Island, N. Y. In a letter to Commissioner Miller says that he is now aboard an anti-submarine boat and "you can tell them through the highway news." Warrant Officer John J. Tim-

Highway Department Civil Service News

Results of Examinations

The following information is published for the convenience of our readers. Every effort is made to have it correct but we do not assume responsibility for errors.

CERTIFICATIONS

Attendant, Electric Drawbridge; \$1,080:

Charles Hinesline, re-employment list.

Cost Clerk; supplemental certification; 15 vacancies:

Valentine Rosiak; 78,807; Herbert Smith; 78,735; Julius Snedecor; 78,649; John Graziano; 78,630; Henry Lubben; 78,530; Michael Carozzi; 78,399; James Fleming; 78,336; Oliver Kovacs (V); 78,215; Margaret Curlin; 82,519; Martha Simacek; 81,775; Eleanor Stott; 81,257; Frances Guthrie; 80,791; Florence Modica; 77,816; Rita; 77,816.

Garage Attendant; supplemental certification; 2 vacancies:

Conrad Cronshaw; 78,201; Anthony Kushman; 78,753; James DePaola; 70,871.

Senior Clerk-Stenographer; promotion examination:

Margaret Anderson; 77,96; Florence Marks; 75,26; Florence Millerick; 73,11.

Clerk; supplemental certification; 2 vacancies; \$960:

John Suydam; 78,967; Robert Yager; 78,608.

Junior Clerk; 3 vacancies; \$660:

Allice Munro; 84,179; Catherine Smith; 83,697; Margaret Curlin; 82,519; Martha Simacek; 81,775; Eleanor Stott; 81,257; Frances Guthrie; 80,791; Florence Modica; 77,816; Rita; 77,816.

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NEWARK NEWS

JIM DRISCOLL

Congratulations to George D'vart of the Newark Garage on the birth of a daughter on October 21st. This day will always have a double significance to George since it was also his third wedding anniversary.

Charlie Stenson is now a 2nd Lieut. Infantry and assigned to Camp Robinson, Arkansas. He reported there on October 30 for Basic Infantry Replacement Training.

The many friends of Howard Koons will be pleased to learn that he is now a Major, Corps of Engineers, U. S. Army. Howard served as the first president of the Newark Chapter of the Engineering Association of the N. J. State Highway Dept., and as vice president of the state chapter of the same organization. During World War I, Howard served as a 1st Lieutenant of Artillery. He came to the Highway in 1922 and worked his way rapidly to the position of Resident Engineer.



Major Koons

Steve Bubier is now stationed at Camp Edwards, Mass., where he admits the going is pretty tough, especially the needles which are stuck in him about once a week. A letter to Steve should be addressed: 1st Bn—Bat. A, 606 C.A. (A.A.), Camp Edwards, Mass. Drop him a line.

Frank Berberick, Senior Draftsman and Dudley Demarest, Asst. Civil Engineer were inducted into the Army on October 19 and 20 respectively. Both reported to Camp Dix but we have not heard from them since.

Captain W. L. Braybrooke writes that he is training in the same outfit as Major Howard Koons. It seems that you can't keep these Highway boys apart.

Mayer Convalescing

Dan Fitzhenry sends word that Martin Mayer of his Maintenance gang is making a rapid recovery following an accident that occurred while on his vacation. Mayer fell from a ladder and fractured his skull and shoulder. As a result of this accident he spent three weeks in the Jersey City Medical Center before being removed to his home. We hope that final recovery is speedy and complete.

Equipment Association Elects New Officers

The Employees Association of the Equipment Division at a recent meeting reelected for the coming year the following officers: John Gleekman, Pres., Edward Tole, Vice-Pres., Charles Mernon, Secretary and Arthur Lutz, Treasurer. Harry Hulfish served as judge of elections and Jack Whitlock, George Callan and John Leedom were tellers.

Soon Get Used To It

Arthur Reinhardt, truck driver for Nick Pendergast's Maintenance gang says a good way to get used to the new 35 mile speed limit is to spend a week or two behind the wheel of one of the Highway trucks that are governed to 30 M.P.H. He adds that he would like to take the governor off some day just long enough to get the thrill of going thirty-five.

Ten Year Dinner Planned For Mid-November

(Continued from Page One)

C. E. Kucker, President; Gene Palmer, 1st V. P.; W. H. Spencer, 2nd V. P.; J. F. Hunt, 3rd V. P.; F. A. Irefon, Sec.; R. A. Callahan, Asst. Sec.; J. E. Walter, Financial Sec.; Clyde Case, Treas.

The Entertainment Committee in charge of all arrangements for the dinner consists of:

E. J. Palmer, Chairman; W. A. Clow Jr., A. W. Hincken, R. G. Martin, J. R. Hunt, W. J. Ryan, K. B. Craft, R. C. MacMullin, F. O. Skillman.

PROJECTS PARAGRAPHS

ELMER MEYER

The Projects Division office force has just completed its second War Bond Club. To date through the medium of a pool and semi-monthly drawing they have purchased \$900.00 worth of \$25.00 bonds.

It was necessary to take in a couple of persons from other divisions to make up the necessary eighteen for the club because of the fact that several of the boys volunteered for the army soon after the club was started.

Credit is due to Dick Glasgow who handled the entire affair in a most efficient manner.

The name of Sidney Sterner has been added to the Honor Roll of the Projects Division bringing the total number of names listed thereon to nineteen. He has been given the rating of Chief Petty Officer by the Navy and is with the "Sea Bees" at Norfolk, Va.

Alzem Sustick has been advanced to the rank of First Sergeant. Sustick, who was a clerk-stenographer is now in the Army Air Corps and is stationed at Moody Field, Valdosta, Georgia.

Many of our boys in the Engineering and maintenance divisions in Alaska. According to the latest reports they sailed from somewhere on the Pacific coast September 21st, and had a safe passage to Alaska. Whether they are on the mainland or islands we haven't heard yet.

Captain Frank Higgins is now Adjutant and as Acting Major he is second in command of the 2nd Battalion. Lieutenant Tom Labar has been transferred to "E" Company to act as company commander in Higgins' place. As Acting Captain, Tom stands a good chance of being promoted to Captain.

Captain William V. Paul did not accompany the rest of our Engineers to Alaska. We understand that he is remaining at Camp Murray, Washington, to train additional troops. He will join the regiment in Alaska later.

Lt. Commander Guido Forster paid the office a visit Monday, the 26th, and spent a couple of hours renewing acquaintances. Guido said that he had looked in on most every construction job between here and Ireland hoping to find some of the boys but had no luck. He wasn't very surprised then to learn that they were in Alaska.

MIGHTY POOR ODDS

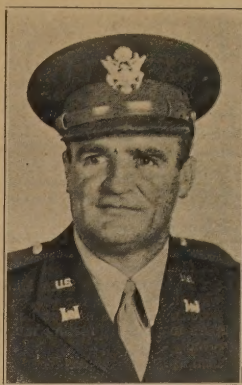
Would you wager \$17,000,000 (if you had it) on the chances of winning \$1? That sounds like a goofy question, I know, but wait a minute. The average man, 35 years of age, may ordinarily expect 17,000,000 more minutes of life. That is what he can reasonably expect, providing no accident comes along to upset the dope. Yet nearly every driver every now and then will gamble his 17,000,000 remaining minutes to save just one little passing minute. He does exactly that when he jumps the traffic lights; when he cuts across the heavy traffic; when he refuses to yield the right-of-way; when he rushes through blind corners; or in some other manner tries to gain a minute enroute to work or home. He takes all kinds of death-defying chances. If he wins he gains a minute. If he loses, his 17,000,000 minutes are gone forever. If that isn't a poor gamble, I don't know what one is.—The Safe Driver.

Never Too Old to Help

Despite his 61 years, Mayhew Powell McDole, Resident Engineer of the Southern Construction Division is determined to do his part in the war. Recently he enrolled in a photography course at Princeton so that he might offer his country a knowledge of aerial mapping.

In order to take this course, Mac is using his vacation and driving his own car up from Camden twice a week, so determined is he to serve. And in case you haven't already guessed it, photography is the art of determining size and shape by photographs.

1st Lt. George McCann



Yes, this handsome officer is none other than our old friend, George McCann. George was commissioned a 2nd Lt. back in May of this year, and we were all glad to hear of his recent promotion to the rank of First Lieutenant. He is now stationed at Fort Claiborne, La. with the 334th Engineers Regiment.

Collects Playing Cards

Jean, the young daughter of Ken Rice of Administration makes a hobby of collecting playing cards. In her collection she has already listed over 1000 different backs. Bill Wildblood, Supervisor of Purchase and Stores acts as manager for the collection and suggests that if our readers have some old decks lying around they might send some of the cards out of them to him at the Trenton office. He will see that they are added to this growing collection.

Bridge Maintenance To the Rescue

A short time ago there was a break in the mud bank along the Delaware River meadows along Birch Creek, between Bridgeport and Nortonville. As a result of this break, the farm lands along Birch Creek were flooded and, at every high tide a portion of State Highway Route No. 44 was flooded to such an extent that it was necessary to close it to traffic. Inquiry of the Meadow Association revealed the fact that they were unwilling to take any step toward the repair of the dike. It was, therefore, necessary for the Highway Department to proceed with the necessary repairs in accordance with the provisions of the law, in order to protect State Highway Route No. 44.

The break in the dike was over a half mile from the nearest highway and a portion of the ground over which it was necessary to take heavy equipment was flooded at high tide. The job therefore presented many difficulties. In addition, the opening in the bank increased in size daily making the repair more difficult.

Emergency estimates for the repair work were received from several contractors but were considered too high. So once again one of Charlie Willmott's bridge maintenance crews was called to the rescue. Work began at once under the supervision of Foreman Walter Horner. Repairs were made with dispatch and the work completed in excellent time and best of all, at only two-thirds of the cost of the lowest contractor's estimate. This is only one instance of many wherein the bridge maintenance forces have been called into emergency service, always rising to the occasion and performing highly satisfactory work. Other members of the crew who performed the work at Birch Creek were Alfred Taylor, Charles Platt, Fulton Bonner, Joseph Platt, Carlin Platt, John Samson, Lloyd Goldy and Angelo Calio. Maintenance Road Supervisor John W. Kelly and the local maintenance crews cooperated with the bridge men on this unusual job.

Abram Cronk of Midland Park has twin boys in the service of their country. Earl is a Marine while Elmer is in the Army. Abram, who is a member of George Beattie's Maintenance crew, is mighty proud of these 20 year olds.

Community Chest Campaign Opened By Commissioner

Commissioner Miller opened the State Highway Department's War and Community Chest campaign on Friday, October 30th, with a stirring address before a gathering of over one hundred and fifty employees assembled in the Board Room of the State House Annex.

Speaking on the occasion, Commissioner Miller stressed the American privilege of voluntary contribution as exemplified in this campaign and contrasted it to the methods employed in Nazi Germany. There the amounts of all "voluntary contributions" are predetermined by the authorities and failure to comply with the "request" is something that none would dare to think of. The Commissioner cited the case of a widow which was brought to his attention while traveling in Germany in 1939. This woman, although practically destitute on the small pension allowed her by the government, was slated to give a sizeable proportion of it to one of Hitler's many charities. She failed to do so and ended up in a concentration camp!

The Commissioner lauded the fine work being done by the Community Chest in maintaining a high morale on the home front and expressed the hope that the State Highway Department as a group would once again add to their fine record of contributions as established in former years.

To those who live in other communities and work in Trenton Commissioner Miller said: "It is sad that all Americans are residents of two communities, one the city or town in which they reside and the other, Washington. I feel that we who live elsewhere and work in Trenton should feel that we too are residents not only of our home town but also of Trenton, and measure our contributions to each with this in mind."

As in former years, A. Lee Grover, Chief Clerk and Secretary has been entrusted with the appointment of key men throughout the Trenton offices who will contact employees in their respective divisions. In addition to Grover, who will handle the collections for the Administrative Division, the following men have been named: R. W. Wildblood, Purchase and Stores; Paul Cramer, Accounting; Frank Armstrong, Construction; Joseph R. Hunt, Electrical; Edward Crawford, Equipment; Abram Watow, Laboratory; George Cubberley, Projects; Edward Drake, Real Estate and Legal; Harry Jefferson, Bridge.

Commissioner Miller made a second appeal for support of the Community Chest when he addressed the employees at Fernwood on November 4th, urging them to make every effort to assure the success of the drive.

The Community Chest funds are going in part to support such Servicemen's organizations as the U. S. O., two Soldiers' Clubs, two Service Men's bureaus and the Traveler's Aid. Because of this there is an added incentive to give. And remember you can always designate your favorite charity as the recipient of your contribution.

In past years the State Highway Department has established an enviable record of always exceeding its quota. This record has been made possible because of the unselfish contributions and wholehearted support we have given this drive, often in the face of discouraging times and questionable tactics used by those in authority. This year, with added inducements to give, let us go over the top with a bang!

News from the Boys In the Service

(Continued from page 2)

is involved in the matter of forwarding we can be assured of servicemen getting their copy with less delay if we continue in this manner. It also affords the folks at home a chance to glance over each issue. (Ed.)

Edward D. Filippone of the Construction Division writes to the Commissioner Miller as follows: "I am taking this belated opportunity to thank you for your good wishes. I am proud to state that I am a member of a combat Engineer Bat-

ONE MAN GANG

Those of you who travel Route 31 between Belle Meade and Harglinden have probably seen Peter Ayres working along the roadside. As a matter of fact there is no record of anyone having encountered Ayres when he wasn't working. But that isn't the only unusual thing about him. The feature that makes him really unique is that he always works alone and has for a great many years. He is in reality a one man gang.



Sometime in the dim past Peter Ayres was given this section of highway to maintain and with a feeling of pride he has kept it as neat as a front yard ever since. Despite his 74 years, the last twenty-three of which have been spent in the Maintenance Division, Peter is hale and hearty and finds a zest for living.

The problem of transportation has little worry for Ayres since he lives practically on the job. With him it is simply a matter of stepping out of the front door to be at work, since his home fronts on this scenic stretch of highway.

We asked Ayres for his advice on how to reach a ripe old age and be able to work every day. Here is what he had to say on the matter. "Go to bed the year 'round at eight o'clock and get up before six." Whew!!

tation. We have finished a rigorous and thorough training period and are now ready and anxious to get into the fight. We know that we have a hard task ahead of us but we have the will, confidence and ability to complete the job."

Oliver Doll, of Survey and Plans, and now "somewhere in England" also writes the Commissioner to say, "This is a belated letter of thanks and also one of apology for not having written you sooner to confirm the receipt of the check. I have received several copies of THE HIGHWAY and it has given me my only introduction to you as I was never able to stop in and greet you personally and wish you well in your present office. This letter must therefore act as my agent and by it I wish you the best of good fortune and success in your office as Highway Commissioner."

For those of you who care to write to Ollie, his address is: Lt. I. Oliver Doll, 332 Engineering Regiment, A. P. O. No. 510, c/o New York City. Ed.

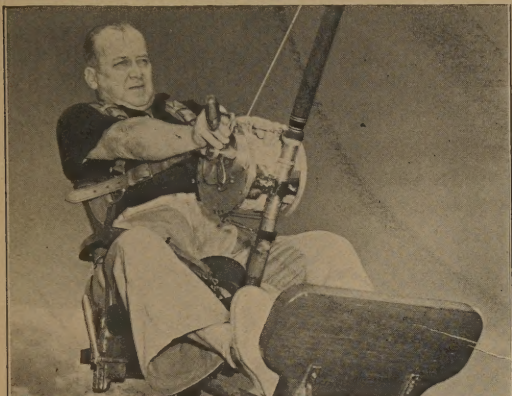
Captain W. L. Braybrooke, Hdqts. E. U. T. C., Camp Claiborne, La., sends a newsy letter from down south in which he writes, "During the first four weeks after arrival at this post, officers are put through a cramming course of such intensity as to make the normal 24 hours of a day seem inadequate. The idea seemed to be to provide us with the training of 1. an infantry soldier, 2. an engineer soldier, 3. an officer. It is really astonishing and a tribute to those who planned the course and the instructors, to what degree the attempt is successful. Now I am temporarily attached to Headquarters doing a little planning of training courses myself. Life is something less hectic and I am catching up on my correspondence."

Private Charles W. Loveland of the Northern Construction Division, now located at Bldg. T-929, 13th QM Training Regiment, Camp Lee, Va., recently wrote Mr. C. A. Burn, "Thank you very much for your letter of recommendation. If I am accepted for Officers' Training it will no doubt have a great deal to do with it. Our basic training is still going on at a fast clip but everything has taken some meaning now and we are all more or less getting the general idea."

Devereux an Authority On Big Game Fishing

Whenever you find an outstanding performer you can put him down as a man who would rather talk about almost anything than the subject in which he excels. And so it was when we approached Frank Devereux of the Fernwood Garage for the purpose of getting this article for THE HIGHWAY.

One of the older employees in the Equipment Division from the standpoint of service, Frank really knows his fish and has made quite an enviable reputation among anglers for the size of the tunas he has caught.



Born at Ocean Beach, New Jersey, a town that changed its name to Belmar shortly thereafter, it was natural that he should have fished for as long back as he cares to remember. It was not until 1926, however, that the lure of big game fishing finally caught up with him. Yielding to the desire to hook into a big one, Frank fished outside that summer and was rewarded by landing a 100 pound tuna and a 350 pound Mako shark.

Frank had been hearing stories of giant tuna that lurked off the coasts of Maine and Nova Scotia and each year the desire to try his hand at this masters' game became stronger. Finally in 1940 he yielded to his desires and started for Bailey's Island, Maine, with enough equipment to furnish a sporting goods store. (Big game fishermen must have plenty of spare parts, such as extra rods, reels, etc.) While Devereux won no prizes that first year he had plenty of excitement and felt more than satisfied with the 500 pound tuna he landed.



In 1941 we find Frank back at Bailey's Island in quest of more big ones. This was to be his lucky year, for on the very first day, he caught (these big game fishermen prefer the term killed) a 141 pound halibut, the record for rod and reel. Then followed several days of good fishing weather but few fish. It was not until the end of the week that Devereux's big moment arrived. Then he hooked into his prize winning tuna only to have a series of events almost spoil the show. The anchor rope fouled and Frank had to leave his seat and crawl through a loop in the line. A whale surfaced thirty feet from the boat and spouted. Then a fire started in the galley! Fate seemed determined to deprive him of his fish. But after battling for an hour and forty minutes Devereux brought to the side of the boat a 664 pounder.

For this he was awarded the 3rd prize in the famous Jacob Ruppert Contest at a banquet in New York. Quite an honor in itself but only part of the fame that has come to this outstanding fisherman.

This year Frank made what perhaps will be his last pilgrimage to Maine for the duration. While he failed to equal his feat of the year before, he had the pleasure of landing two tunas, each of which weighed over 500 pounds. Not exactly sardines, even in that neck of the woods.

TO THE LADIES

LEAH MATTHEWS

Congratulations to Mrs. Joseph Kanyuh, better known to us as Stae Schnorbus of our Bridge Division. Stae became the bride of Joseph Kanyuh on October 4. A shower was given for Stae on Monday, November 2, by her many friends in the Department. Good Luck, Stae.

Mary J. Filippini of Survey and Plans recently announced her engagement to Staff Sergeant Joseph Mangine, now located at Camp Aterbury, Indiana. The Best Luck to you, Mary.

Best wishes to Anne Shea Manion who has been ill for the past few weeks. Anne is now at home recuperating and is feeling much improved.

Helen Coffey also has been ill for the past month. Helen, too, is at home recuperating. We hope both of you will soon be in perfect health and back with us soon.

Alice Carrell and Florence Millerick were among the graduates of the Advanced First Aid Class this month, this class having been organized by Kitty Laughry. We feel that much credit should be given to all of the girls of the Department who have heretofore, and are still, giving much of their time to the Red Cross and other war work.

Connie Elston, son of Eleanor R. Elston, Maintenance, enlisted in the Coast Guard some months ago and is now stationed at Chicago. Just the other day, his mother announced a longer enlistment—his marriage to Miss Ruth Smock of White Horse.

The Gene Beckners are receiving congratulations on the birth of a daughter, Lavinia Anne, on October 15. Mrs. Beckner will be remembered as Lavinia Goodwin who was with our Auditing and Accounting Division for several years.

Bridge Div. Club Elects Officers At Annual Dinner

The Bridge Division Club held its annual dinner and election of officers at the Cranbury Inn on October 26. It seems that we no sooner complete a story on this active organization than they come up with something new and different. This time the affair fairly sparked with innovations. Besides the election of officers, a true or false contest was staged between chosen groups from the office and field forces, a pledge was made to invest 10% of all salaries in war bonds and a forum conducted on the question "What can we do individually or collectively as engineers to advance the war effort." Prizes in the form of war stamps were awarded to successful contestants.

The true or false competition was won by the office representatives with Charlie Fox and Ralph Titsworth finishing one two in the finals. George Hefferman acted as master of ceremonies for this event.

It was a different story however in the forum. Here the honors went to the field men, Jack Sheenan being judged best. Second place went to V. E. "Duke" Williams while Arthur Stetsor of the office came in third. The judges in the forum were Curtis Weller and Ralph Titsworth.

A tally of the ballots cast showed that the officers for the coming year were President, A. J. Lichtenberg; 1st Vice Pres. Patrick McCullough; 2nd Vice Pres. Sven Hedlin; Secretary, George Hefferman and Treasurer, Wilbur Spencer. A decorative scroll was presented to retiring President Samuel Rankin as a mark of the Club's appreciation of his fine leadership during the past year.

The early evening activities were brought to a close by State Police Sergeant John Conover who spoke of the war work being carried on by the troopers. Sergeant Conover also showed motion pictures of the State Police as recruits until they had finished their schooling and taken their positions as guardians of law and order.

Meet the Gang

Starting with this issue and continuing indefinitely, THE HIGHWAY will endeavor to present to its readers a different gang each month. The men who compose these various gangs are in many ways the backbone of the Highway Department and many of them are among the oldest employees we have.

For our first presentation we give you the gang of Foreman Herbert B. Wood which works out of New Brunswick on Route 27 from Kingston to Metuchen and on Route 26 from Adams Station to Kingston Road. This gang does not feature many of the real oldtimers but the average age of their employment is over 7 years. Peter Duels who came to the Department in 1926 is the veteran of the group.



Reading from left to right, standing are: John Bango, Frank Ciana, Tony Luizza, August D'Orizio, Louis Rusciano, Frank Venuti, George Wright, Peter Duels, Frank Rossi, Herbert Wood, foreman; kneeling: Joseph Barz, Fred D'Ancona, Raymond Orpen, Joshua Chamberlain. Fred Moetz who took this photo and Orpen are the truck drivers for the gang while Luizza acts as grader operator.

This picture was taken on the occasion of a flag raising on October 6th, at the Maintenance shed. The boys took up a collection and purchased the flag as a reminder that they too are playing a part in this war.

Andrew Trygar was absent at the time this photo was taken while Monroe Herman has been added to the gang since that date.

Bert Woods, the Foreman has a son stationed somewhere in the Pacific with an engineering unit, P. F. C. Herbert Wood, Jr., while Fred Moetz has a boy, George Moetz in the same area with the navy.

MAINTENANCE NOTES

Gene Beckner

Returns from the draft status questionnaires distributed to Maintenance Division employees indicate better than 55% of them are on the shady side of 45. How time does fly! Another discouraging thing is that some of us look a lot older than we feel.

Anybody want to buy a mule? Tony Kuhn opened a letter addressed to the Maintenance Division the other day offering for a sale "a young mule, dark in color, and with plenty of grit... gentle, but no boy's mule." The rubber and gasoline situation being what it is, there should be plenty of takers.

Five Rutgers University students were arraigned in South Brunswick Twp. Court the other morning. They became a bit overzealous in their scrap collecting campaign. State Troopers apprehended them in the act of removing a bronze stream marker from a bridge along Route No. 27 near New Brunswick. Investigation disclosed several other highway markers in their car. Said car was of rather ancient vintage, and one of the troopers suggested it a more likely candidate for the scrap heap than the signs. Better get your signs under lock and key, Stogie.

Ed Disbrow, former Supervisor of Institutional Roads and now County Engineer of Hunterdon County, dropped in the office the other day. He looked fine and reports everything in Hunterdon under control.

Our sympathy to George W. Catley, of Foreman Sprengel's forces, whose son, George A. Catley, died October 6th.

Lt. Col. C. V. Dickinson, erstwhile Maintenance Foreman, is now stationed at Camp Livingston, La. with the Field Artillery. In a recent letter to Supervisor John T. Carr he reports: "I am in good health and enjoying life to the utmost; can make a 12 mile hike with my outfit anytime, but when it comes to 18 and 20 I am licked. My feet just won't last that far. Guess I'll have to get them retreaded... Please give my regards

to all my friends in the Department..."

Wesley Bates, Maintenance Patrolman and duck hunter extraordinary, is convalescing at the Atlantic Shores Memorial Hospital, Somers Point following a serious operation. Wes has been confined there for over a month now, and we are sure cheerio cards from his friends will be appreciated.

It was with a distinct feeling of loss and deep regret that we learned of the death of Miss Sarah B. Askew, Librarian and Secretary of the Free Public Library Commission. Miss Askew's offices were located next door to those of the Department for many years and she had numerous friends here. Her devotion to her work and unstinting loyalty to the State of New Jersey will long serve as an example for other public employees.

Salvatore Giovinnazzo is back on the job after having been laid up for some little time with an injured back.

Contributes Article

Acting Assistant State Highway Engineer E. E. Reed has contributed an article to "New Jersey Counties" the official publication of the State Association of Freeholders. The title of the article is "State Aid in New Jersey" and it should prove to be a valuable contribution to Commissioner Miller's public relations program.

South Jersey Highway Association

The South Jersey Highway Association, which has a membership of over 100 highway employees, held a meeting in the Orchid Road Community Hall, Vineland, on Wednesday, October 7th, with seventy members in attendance. Delicious fried oysters fresh from Delaware Bay provided the "piece de resistance" with all the attendant fixings, including soda and suds. Entertainment was provided by the renowned hypnotist Professor Gerard M. P. Fitzgibbon. According to Hen Johnson he succeeded in hypnotizing eight of our hard boiled highway employees at one time. If so, our hats are off to him. Everyone attending had a grand time and a unanimous desire for more like it was expressed.